

WINE AND  
SPIRIT  
MERCHANT  
\*  
CHAZALON & CO.  
MAKERS  
AND  
FRENCH  
PRESERVES  
IMPORTERS  
6, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1840

St. GEORGE'S  
BUILDING  
DISS BROS.,  
Tailors.

No. 18,458.

廿八日五月六年零百九千一英

HONGKONG, FRIDAY, MAY 18, 1906.

日五廿零四年午丙

PRICE, \$3.00 Per Month

## GERMAN BEER.

Large Stock on Hand of  
AUGUSTINER BRAU  
AND THE CELEBRATED

### KULMBACHER BIER.

Per Case of 6 doz. pds... \$18.00.  
Per Case of 4 doz. qts... \$18.00.  
MACEWEN, FRICKEL & CO.,  
1816 3 DUDDELL STREET.

## Intimations.

### WANTED.

A SMALL FURNISHED HOUSE for  
two months; July and August.  
Apply to E. T. S.,  
Care of "CHINA MAIL" Office,  
Hongkong, May 14, 1906. 988

### DOCTOR WANTED.

TO act as SURGEON on an Emigrant  
Steamer.  
For particulars, apply to  
G. de CHAMPEAUX,  
Agent Messagers Maritimes Co.,  
Hongkong, May 8, 1906. 920

### WANTED.

BY a Lady, BOARD and RESIDENCE  
in KOWLOON.  
British family, and Tennis Court pre-  
ferred.  
Apply to O. M.,  
Care of "CHINA MAIL" Office,  
Hongkong, April 24, 1906. 869

### SITUATION WANTED.

YOUNG EXPERIENCED ACCOUNT-  
ANT with good knowledge of  
Shipping, Insurance and Typewriting,  
having all means to spare, would be glad  
of engagement.  
Apply to "Z.",  
Care of "CHINA MAIL" Office,  
Hongkong, May 2, 1906. 913

THE COTTOPHONE,  
A HOUSE TELEPHONE.  
CAN be fitted to existing Electric Bells.  
No Extra fittings needed. As clear  
and distinct as an Ordinary Telephone.  
Best Telephone for PRIVATE HOUSES,  
HOTELS, BOARDING HOUSES, OFFICES, HO-  
TELS, ETC., ETC. Price very Moderate.  
Can be inspected at the Offices of the  
Sole Agents:  
LUTGENS, EINSTMANN & CO.,  
No. 2, PEDDER STREET.  
Hongkong, February 6, 1906. 1380

TUNG CHEUNG & CO.,  
COAL MERCHANTS.

A GENTS to TATSUMI SHOKWAI or  
MOJI, COAL EXPORTERS.

SOLE AGENTS for KUROBARA COAL.  
Have always a Large Stock of Best  
AUSTRALIAN and JAPANESE COAL  
and undertake to bunker steamers at the  
shortest notice.

OFFICE No. 14, DES VŒUX ROAD CENTRAL.  
Tel. Add. "YOUNGMUI," Hongkong,  
TELEPHONE No. 416.  
Hongkong, March 9, 1906. 505

IS CHRISTIANITY WORTH  
INTRODUCING INTO CHINA?  
Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office,  
6, Wyndham Street.

Price ... ... ... 50 Cents.

### THE POPULAR SCOTCH

18

BLACK AND WHITE.

18

JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to

H. M. THE KING

AND

H. R. H. THE PRINCE  
OF WALES.

Supplied at all the Leading Cigars and  
Hotels, and to be obtained from All the  
Principal Houses.

## Business Notices.

### W. S. BAILEY & CO.

#### ENGINEERS & SHIPBUILDERS.

WORKS :  
KOWLOON BAY.

OFFICES & STORES :  
No. 20, CONNAUGHT ROAD.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATHSAN, 2,260 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Loesius.  
Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).  
Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 5.30 p.m.  
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

#### Hongkong-Macao Line.

s.s. HEUNGHAN, 1,698 tons, Captain G. F. Morrison, a.m.e.  
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon,  
except when otherwise notified by Express.

NOTE.—During the Summer Months the time of leaving fluctuates to suit the tide  
at Macao. See Special Summer Timetable.

Departures from Macao to Hongkong daily at 8 a.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAJNAM, 588 tons, Captain J. Willor.  
s.s. NANNING, 569 tons, Captain O. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trip like about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSION, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWINE.

18. Agent, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED,  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE. 28, WYNDHAM STREET. 163

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD  
FURNITURE AND NOVELTIES.

NO BAMBOO FRAMES IN OUR CHAIRS.

SOME NOVELTIES IN LEATHER GRILLE WORK AND BURN LEATHER PILLOWS, ETC.  
JUST ARRIVED.

Showrooms, No. 2, Pedder St.; Factory—1 to 13, Shaukiwan Rd. 3211

N. LAZARUS, No. 5, PEDDER STREET

OPTICIAN, (UNDER HONGKONG  
SIGHT TESTED FREE. LENSES REGROUND.  
REPAIRS A SPECIALTY.)

1797

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.  
THIS Company issues the most Liberal and Clear Policy ever offered in

East. DOUBLE BENEFITS for TRAVEL, ACCIDENTS, FEVER, TYPHOID and  
SMALL POX Covered. Policies written HERE, in any Currency.

HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.  
GRANT AND LESLIE, GEO. GRIMBLE,  
General Agents for China.  
Manager, Hongkong. 692

Hongkong, April 21, 1906.

NOTICE

TAKE NOTICE THAT from and after  
this date All RECEIPTS FOR PAYMENTS  
for goods obtained from the  
Undersigned Firm must be signed by  
H. T. CHUNYUT, Manager, only, on  
behalf of this firm, until further notice.

Dated this 10th day of May, 1906.

WING SUN & COMPANY,  
TAILORS AND OUTFITTERS,  
No. 14, QUEEN'S ROAD CENTRAL.

935

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

WILLIAM MACLEOD,

D.D.S.

ENGLISH DENTIST.

1, CAMERON ROAD, KOWLOON.

1st FLOOR. KOWLOON DISPENSARY.

1890

WASHING BOOKS.

(In English and Chinese)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now  
be had at this Office.—Price, 10 Cents.

CHINA MAIL OFFICE, 5, Wyndham Street.

1890

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

FOR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 8, DES VŒUX ROAD.

### LANE, CRAWFORD & CO.

#### LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF

### SUMMER COSTUMES

IN MUSLIN, LINEN, COTTON, ETC.

#### LADIES' TRIMMED HATS

LATEST LONDON AND PARIS STYLES.

#### BLOUSES, UNDERSKIRTS, BOOTS and SHOES.

LANE, CRAWFORD & CO.

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

H. HAYNES, Manager.

1916

### STAG HOTEL,

146, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

1895

### CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSSSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

1906

#### THE OLIVER TYPEWRITER.

VISIBILITY.

S

THE KING'S CHINESE.

Yellow Citizens of Our Empire.

The lands of our King live some millions of loyal Chinese. A lemon-coloured Sphinx, slightly squat, but possessing a bewitching face, rest sent; a being, in whom there are neither morals nor truth, and no sense of reverence (except for his wicked pigtail)—this is probably the man-in-the-street's rough-and-ready and pitiable untrue impression of the Chinaman, and the Chinaman knows it—and smiles. Had he not his poets and philosophers when white men were savages? He feels he can afford to smile.

Shiploads of Chinese are disembarked at the Tidig Pagoda Docks, Singapore, every year. They are simple coolies. Most of them are indentured, and their only assets are physical strength and brain. They have behind them the graves of their ancestors (everyone knows what ancestor worship means to the Chinaman), and they worship in the new land the greatest Chancery. At first they are mere hewers of wood and drawers of water or (more probably) "kickshaws," but some emerge. Under British rule they find incentive to advancement. Mandarins no longer oppress them. What they earn is their own.

From coolie to petty trader is generally the first step. A Chop is formed. Supposing our emerged coolie has for his name Tan Ji Toh. That would be the last name under which he would trade. He would choose, say, Chop Chiu Hoa Heng, or anything else that was elusive, and put in his female relatives as partners, and if misfortune fell, leave a fascinating riddle for the official assignee. But we will imagine that all goes well—that in spite of the redress credit which German firms give for goods that they cannot sell in their own country and in this way cut out the Britisher in his own colony—we will imagine that our coolie and newly-fledged merchant prospers.

He in turn gets in his coolies, and you may be sure that they are relatives of his and from his own village in China. He has a wife in China to whom he regularly remits, but he has another in the Straits. Up till now he has lived in the Chop house; but with prosperity he removes. A compound with Tagalog, with huge lions on the gateposts, has caught his eye. He has a quarry, too, drawn by a high-stepping Australian pony, with a gaiting Malay Sais to drive it. He becomes fat—sometimes very fat—but although he joins a Chinese club, and drinks much brandy practically neat, and gambles as only a Chinaman can, he still as a rule, keeps his eye on the main thing—the making of money.

A Chinaman simply must have a son. If he does not come by one in the ordinary way of nature, he may, I have known unprivileged folk, sell a son in order to promote a lawsuit. There are begin life gentry. In his father's service, he is driven to Raffles School, where he has before him a curriculum of which an English grammar school would be proud. Like father, like son, is as true of the Chinaman as of any one else—only the son is brought into direct contact with Western ideas and temptations than the father was. The father speaks his Chinese dialect and Malay, and perhaps a little English. The son speaks all three, and understands well too.

Probably as soon as he has left school he marries. He either goes into business and works, or he plays the dude. The latter is the former, but the odds are as mounting that they should be mixed. On the playground in the evening the dude and his paradise. A great carriage with a fearful and wonderful coat of arms plated as big as a elephant, and with bright polished metal work, whatever it can be placed, drawn by a dashing pair outrageously dressed—that is the dude's ambition—not forgetting, if he pleases,劣等 in literary gaudy, enough to delight the King of the Red Indians himself.

The vast majority of the Chinese in the Straits are, however, very different from the dude I have just described. There are very many good and sound Chinamen, and I would soon accept their word as that of any Britisher I know. They attain to positions of trust and dignity. They may become members of the Chinese Ad-

## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES,  
LARGE ASSORTMENT OF SPECTACLES,  
PINCE-NEZ AND EYE PRESERVES,  
G. FALCONER & Co. are Agents for ROSE'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

**EASTMAN'S KODAKS AND FILMS.**  
(Hotel Mansions, opposite the New Post Office site.)

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
8, QUEEN'S ROAD CENTRAL.

**MIYAKO HOTEL.**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

## True Economy.

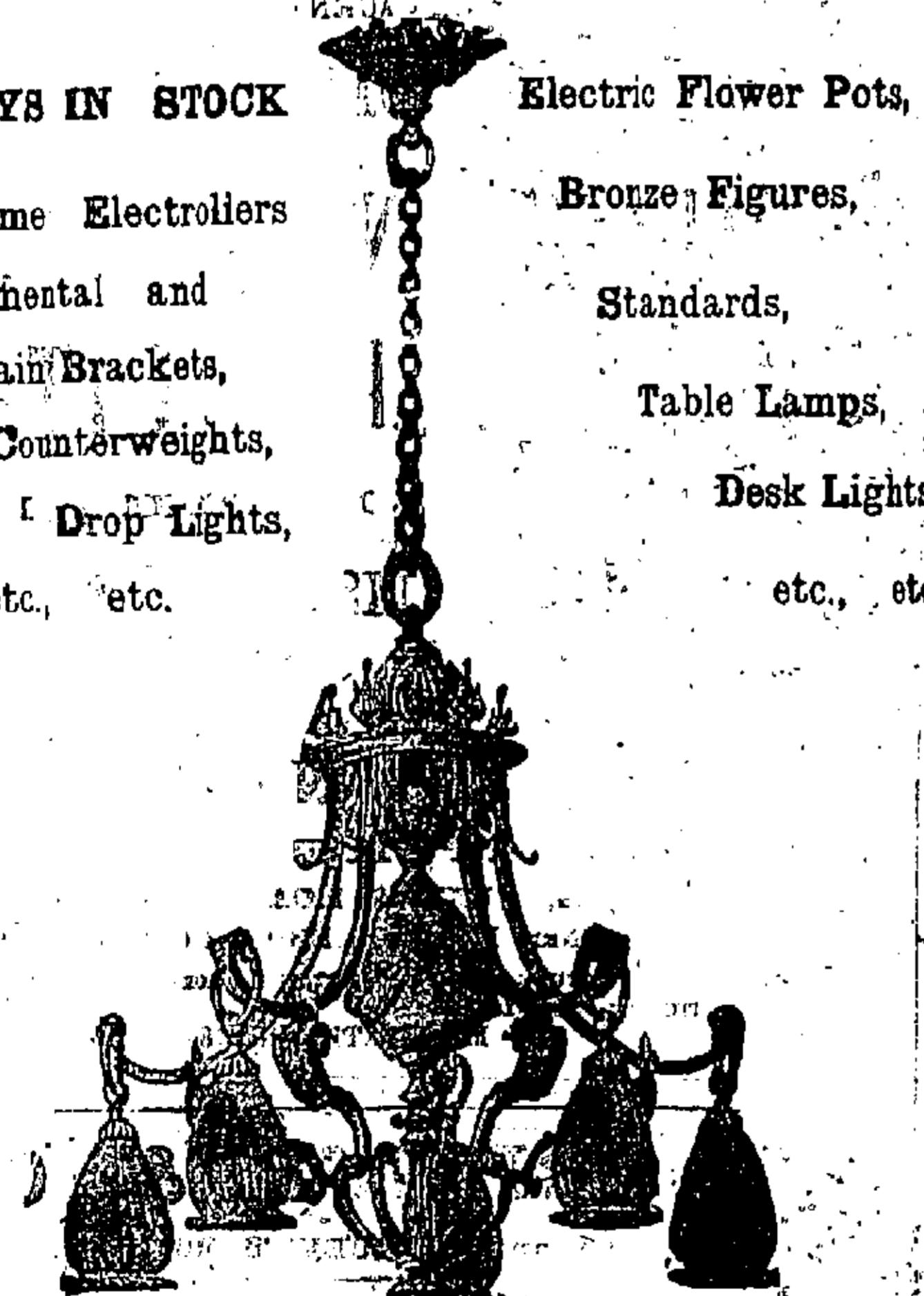
It is true Economy to use  
Van Houten's Cocoa.  
No other cocoa goes so far,  
No other cocoa is so delicious.  
A perfect beverage, combining Strength, Purity,  
and Solubility.—*Medical Annual.*  
Refreshes and fortifies the system.—*Court Journal.*

**van Houten's Cocoa**

Best, & Goes Farthest.

SOLE AGENTS FOR  
**THE GENERAL ELECTRIC CO., LTD.**  
LONDON.

ALWAYS IN STOCK  
Electric Flower Pots,  
Handsome Electroliers  
Ornamental and  
Plain Brackets,  
Counterweights,  
Drop Lights,  
etc., etc.



SHIPS REPAIR WORK.  
"Angold" Arc Lamps  
Robertson Lamps  
Freezer Fans  
INSTALLATIONS.

BURNS 10 hours color  
burning. No skilled attention  
necessary. Given 1000 candle  
power light.

**WILKS and JACK**  
MACHINERY AND ELECTRICAL SHOWROOMS,  
1, ROBINSON ROAD, KOWLOON,  
AND AT VICTORIA BUILDINGS, 10, QUEEN'S ROAD CENTRAL,  
HONGKONG, MAY 17, 1906.

## Intimations.



**MITSUBISHI GOSHI KWAISHA**  
(MITSUBISHI CO.)

**COAL DEPARTMENT**  
MARUNO-UJI, TOKIO.

CABLE ADDRESS: "IWASAKI,"  
which applies to all Branch Offices.

AI. ABC 5th Edition, Western Union  
Codes used.

All Letters Addressed—  
MANAGER, MITSUBISHI CO.,  
with name of place under.  
BRANCH OFFICES—  
NAGASAKI, MOJI, KOME, KARATSU,  
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: MESSRS. GEARING & CO.  
MANILA: MESSRS. MACDONALD & CO.

SOLE PROPRIETORS OF Takasini  
Ochi, Shinmen, Namatsu and Haman  
Yamada Collieries and also Hojo Colliery,  
which will shortly be ready to produce coal  
at the same rate as the best British Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Goods produced from the above  
Collieries.

T. MATSUOKA, Manager, Hongkong,  
No. 2, Peppermint Street.

Hongkong, April 25, 1906.

8183

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY LIMITED.  
(IN LIQUIDATION)

TIME TABLE.

WEKI DATE.

1.00 a.m. to 7.30 a.m. Every 30 minutes  
7.30 a.m. to 8.00 a.m. Every 10 minutes  
8.00 a.m. to 8.30 a.m. Every 15 minutes  
8.30 a.m. to 8.30 a.m. Every 10 minutes  
8.30 a.m. to 12.00 a.m. Every 15 minutes  
12.00 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 3.45 p.m. Every 10 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 10 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 5.00 p.m. Every 10 minutes  
5.00 p.m. to 8.00 p.m. Every 10 minutes  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11 p.m.  
p.m. every half hour.

SUNDAY.

Extra Cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
Liquidators.

PREACHING THE GOSPEL  
IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the "CHINA MAIL" Office,  
6, Wyndham Street.

Price ... \$1.00.

A HISTORY OF UNION  
CHURCH.

Published to suit the Department  
of each English and French  
Mail Steamer to Europe.

FULL REPORTS  
AND THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

CHINA MAIL Office.

5, Wyndham Street, HONGKONG.

FOR CANTON.

THE new and fast "Twin-Screw" Steamer  
SAN CHUNG.

951 Tons, Captain J. McGovern, will leave  
for Canton at 8 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS and return  
to Hongkong on the following days, leaving  
Canton at 6 P.M. Excellent accommodation,  
Electric Light, and perfect cuisine. What  
at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHUNG-ON-STEAMBOAT CO., LTD.

No. 138, Connaught Road Central.

700

HONGKONG-MACAO LINE.

S. S. "WING CHAI."

CAPTAIN: E. ADETT, R.N.R.

THIS Steamer leaves from HONGKONG  
on WEEK DAYS at 7.30 a.m. and  
on SUNDAYS at 8.00 a.m. Departs from  
MACAO on Week Days about 8.30 p.m.  
and on Sundays at 5.30 p.m.

Passenger—1st Class—1st Class, including  
Cabin and servant, Single \$3, Return  
Ticket \$5. 2nd class \$1.50. 3rd Class 50 Cents.

On and after SUNDAY, the 29th Inst.,  
(inclusive) the SUNDAY Fares will be—

1st and 2nd Class Single \$2.00, Return \$3.00.

3rd Class Single \$1.50, Return 50 Cents.

All Meals can be supplied on Board at  
a charge of \$1.00 per Meal.

First-class Passengers who do not care  
to return on the Departure Sunday, will be  
allowed to do so the following day (Monday)  
on production of the Return Half  
Ticket. Should the Steamer not run on the  
Monday, owing to the Boiler Cleaning, etc.  
etc., the ticket will be available for the follow-  
ing day. The ship is lit throughout by  
Electricity.

The Steamer's Wharf at Hongkong is a  
the Western end of Wyndham Street.

S. S. "WING CHAI."

61, Queen's Road Central.

HONGKONG, MAY 11, 1906.

1084

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO AND  
LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed  
AGENTS for the above Company are  
proposed to accept Risks at Current Rates.

SHRIWAN TOMES & CO.

Hongkong, April 8, 1906.

1085

THE BOWLING CLUB, LIMITED.

NOTICE IS HEREBY GIVEN that the  
SEVENTH ORDINARY GENERAL  
MEETING of SHAREHOLDERS of the  
above Club will be held on the CLUB  
PREMISES, on WEDNESDAY, 23rd  
May, 1906, at 5.15 P.M., for the purpose  
of receiving the Report of the Committee  
together with a Statement of Accounts for  
the year ending 31st Dec., 1905.

ERNEST G. JORDAN,  
Secretary.

Hongkong, May 16, 1906.

1081

THE STAR FERRY COMPANY  
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the  
EIGHTH ANNUAL ORDINARY  
MEETING of the Company will be held at  
the CITY HALL, on WEDNESDAY, the  
30th Inst., at 12.15 P.M., for the purpose  
of receiving the Report of the Directors,  
together with a Statement of Accounts to  
30th April, 1906.

The Register of Shares will be CLOSED  
from WEDNESDAY, the 23rd Inst., to  
WEDNESDAY, the 30th instant, both  
days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, May 17, 1906.

1082

THE "JANUS'"

LIFE & ANNUITY INSURANCE CO.

HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER 1904.  
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been  
appointed GENERAL AGENTS of the  
above Company for Hongkong and China,  
are proposed to accept LIFE AND  
ANNUITY INSURANCES, as well as to  
issue ACCIDENT POLICIES at the most  
liberal terms ever offered in the East.

SIEMSEN & CO.

Hongkong, May 17, 1906.

1083

THE "JANUS'"

LIFE & ANNUITY INSURANCE CO.

HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER 1904.  
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed  
GENERAL AGENTS of the above Company for  
Hongkong and China, are proposed to accept  
LIFE AND ANNUITY INSURANCES, as well as to  
issue ACCIDENT POLICIES at the most  
liberal terms ever offered in the East.

SIEMSEN & CO.

Hongkong, May 17, 1906.

1084

THE "JANUS'"

# SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, TUESDAY, MAY 22, 1906.

## Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Shipping of midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

**Section.**

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Offices.
4. From Harbour Master's to the Market.
5. From the Market to Teddie's Wharf.
6. From Teddie's Wharf to the Naval Yard.

7. From Naval Yard to Blue Building.
8. From Blue Building to East Point.
9. From Kellie's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

**Steamers.**

VESSEL'S NAME.	DISPL.	CAPTAIN.	FLAG AND REG.	TONS NET.	DATE OF ARRIVAL	COMMONERS OR AGENTS.	DESTINATION.	REMARKS.
Amara	3 c	Mattock	British str.	1566	May 19	Jardine, Matheson & Co.		
America Maru	3 c	Going	Japan. str.	3447	May 19	Toyo Kisen Kaisha	Shanghai & Foochow	May 21.
Anglo-Canadian	3 c	Swan	British str.	2680	May 20	Order		
Arabis	4 c	Metzenthin	Ger. str.	2688	May 19	Portland & Asiatic S. S. Co.	Moji & Portland, Or.	May 23.
Banca	4 c	W. Ferguson	British str.	3794	May 21	P. & O. S. N. Co.	Shanghai & Yokohama	May 23.
Binh Thuan	3 c	Eibar	French str.	1690	May 19	Bradley & Co.		
Cairo	3 c	Larsen	Norw. str.	1381	May 19	Aagaard, Thoresen & Co.		
Carl Diederichsen	3 c	Schmidkier	Ger. str.	774	May 22	Jehsen & Co.		
Childar	3 c	Nielsen	Norw. str.	1102	May 19	Aagaard, Thoresen & Co.		
Chingshing	3 c	Weigall	British str.	1199	May 18	Jardine, Matheson & Co.		
Chi Yuen	2 b	Stewart	Chi. str.	1211	May 19	O. M. S. N. Co.		
Falk	3 c	Gundersen	Norw. str.	1880	May 19	Chinese		
Fiume	3 c	Wegner	Ger. str.	828	May 11	Sander, Weller & Co.	S'pore & Calcutta	May 26.
Fookang	8 c	Sauer	British str.	1987	May 19	Jardine, Matheson & Co.		
Germania	3 c	Lorenzen	Ger. str.	1714	May 21	Jehsen & Co.	S'pore and Bombay	May 23.
Hakata Maru	3 c	Anderson	Japan. str.	3819	May 19	Nippon Yusen Kaisha	Hoihow & Haiphong	May 23.
Hanoi	3 c	Merlees	French str.	737	May 21	A. R. Marty		
Hans Wagner	3 c	Kagemann	Ger. str.	965	May 19	Lautz, Wegener & Co.		
Hinsang	3 c	Davies	British str.	1537	May 17	Jardine, Matheson & Co.		
Hue	8 c	Godinai	French str.	708	May 19	A. R. Marty		
Ilford	8 c	Kechnia	British str.	2789	May 16	Dodwell & Co., Limited		
Ithaka	3 c	Ekhora	Ger. str.	2269	May 19	Siemsen & Co.		
Java	8 c	Klepac	Ans. str.	2698	May 13	Dodwell & Co., Ltd.		
Kaifong	3 c	Finlayson	British str.	1024	May 18	Butterfield & Swire		
Kiukiang	3 c	Jones	British str.	1228	May 19	Butterfield & Swire		
Lymemoon	5 c	Schumann	Ger. str.	1238	May 19	Siemsen & Co.		
Moyne	5 c	Milbeuch	British str.	3016	May 21	Butterfield & Swire		
Namsang	4 c	Rolfe	British str.	2591	May 19	Jardine, Matheson & Co.		
Nanshan	3 c	Jones	British str.	1293	May 19	Bradley & Co.		
Nithedale	3 c	Fairley	British str.	2333	May 19	Admiralty		
Norden	9 c	Wilhelmsen	Norw. str.	1497	May 20	Mitsui Bussan Kaisha		
Petchaburi	3 c	Hillmann	Ger. str.	1189	May 20	Butterfield & Swire		
Petrarch	3 c	Hatje	Ger. str.	1562	May 21	Sander, Weller & Co.		
Progress	3 c	Pabren	Ger. str.	987	May 19	Siemsen & Co.		
Prominent	3 c	Christiansen	Norw. str.	746	May 19	Order		
Quarta	3 c	Madsen	Ger. str.	1230	May 19	Sander, Weller & Co.		
Quinta	3 c	Frahm	Ger. str.	987	May 19	Siemsen & Co.		
Rajah	3 c	Wolff	British str.	2028	May 14	Chinese	Bangkok	May 23.
Ramsay	3 c	Mullan	British str.	4767	May 21	Shewan, Tunes & Co.	S'pore & New York	May 22.
Samson	3 c	Rehwaldt	Ger. str.	998	May 19	Butterfield & Swire		
Shaoching	3 c	Northcombe	British str.	1307	May 19	Butterfield & Swire	Vladivostock	May 23.
Standard	3 c	Bull	Norw. str.	894	May 13	Aagaard, Thoresen & Co.	Illoilo	May 23.
Sutherland	3 c	King	British str.	2295	May 19	Mitsui Bussan Kaisha		
Sulliberg	3 c	Luppi	Ger. str.	782	May 19	Siemsen & Co.		
Tai fu	3 c	Uebel	Ger. str.	1065	April 12	East Asiatic Trading Co.		
Taikoen Maru	9 c	Ita	Japan. str.	2200	May 17	Mitsui Bussan Kaisha		
Tingou	3 c	—	British str.	1122	May 13	Bradley & Co.		
Twickenham	9 c	Parker	British str.	2738	May 12	Chinese		
Wingsang	3 c	Walker	British str.	1527	May 19	Jardine, Matheson & Co.		
Wongkoi	3 c	Rehn	Ger. str.	1115	May 18	Malchens & Co.		
Wuhu	3 c	Richards	British str.	1250	May 18	Butterfield & Swire		
Yangmoo	8 c	Nagater	Korea str.	3456	May 22	Mitsui Bussan Kaisha		
Zoroaster	3 c	Uwan	British str.	2383	May 19	Bradley & Co.		
Zweens	3 c	Ewart	British str.	1740	May 22	Chinese		

**Sailing Vessels.**

Alta	Amer. ab	1000	April 14	Master				K'loon Dock
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**STEAMERS PASSED SUEZ CANAL.**

[SUPPLIED THROUGH REUTER].

Benlarig, Voronej, Schupphill, Aberlow, 17; Kien, Helipolis, Eddera, 20; Almouz, Tonkin, 28; Ambria, Palma, Poles, Pero, Saxon, Benar, May 1; Ajax, Oceanien, Verona, Iyo Maru, Rhenania, 4; Radnorshire, Indian, Den of Maine, Swanley, 8; China, Japan, Java, 11; Benelli, Diomed, Shimosa, Maduf, 15; Bingo Maru, Patroclus, Tournay, Neckar, Prinz Eitel Friedrich, 18.

**Mails.**

The M. M. Co.'s steamer Oceanien, with the FRENCH MAIL of the 27th April, left Singapore on Monday, the 21st May, at 3 p.m., and may be expected here on or about Monday, the 28th May. This packet brings replies to letters despatched from Hongkong on the 24th March.

The C. P. R. Co.'s a.s. Montague left Yokohama on Saturday afternoon, the 12th May, for Victoria and Vancouver.

The P. M. S. S. Mongolia sailed from Yokohama on the 17th May, and is due at this port on the 26th May.

The C. P. R. Co.'s a.s. Empress of Japan left Yokohama on Friday afternoon, the 18th May, for Victoria and Vancouver.

The M. M. Co.'s a.s. Steamer Expected.

The Austrian, Lloyd's a.s. Nippon left Singapore for this port on the afternoon of 18th May, and is due here on the 22nd May.

The N. Y. K. a.s. Kish, from London, &c., left Singapore for this port on the 19th May, and is expected to arrive here on the 25th May.

The N. Y. K. a.s. Samuki Maru (European Line) left Kobe for this port via Moji and Shanghai on the 19th May, and is expected here on the 23rd May.

The C. N. Co.'s a.s. Tsinan, from Japan ports, left Kobe on the 21st May, and is due to arrive here on 28th May.

The C. N. Co.'s a.s. Chingko, from Australian ports, left Thursday Island on the 19th May, at daylight, and is due here on 31st May.

The C. P. R. Co.'s a.s. Atherton left Vancouver on Monday afternoon, the 14th May, for Hongkong, via the Port of Call.

The German str. Prinz Waldemar left Sydney on Saturday, the 12th May, at noon and may be expected here on or about Tuesday, the 6th June.

The s.s. Lohion sailed from New York on the 21st April for China and Japan.

The T. K. K. a.s. Nippon Maru sailed from San Francisco on May 10th.

The Great Northern a.s. Minnesota, from Seattle, sailed from Kobe on Sunday, the 20th May, at noon.

The P. & A. Co.'s a.s. Arizona arrived at Yokohama on the night of the 17th May, from Portland, Oregon.

**Latest Advice.**

The Imp. Ger. Mail a.s. Preussen with the GERMAN MAIL of the 24th April, left Singapore on Saturday, the 19th May, at 3 p.m., and may be expected here on or about Thursday, the 24th May, at 5 a.m.

The Imp. German Mail a.s. Wilhelma left Kobe on Monday, the 21st May, at 5 p.m., and may be expected here on or about Sunday, the 27th May, at 6 a.m.

The N. Y. K. a.s. Colombo Maru (Bombay Line), left Singapore for this port on the 21st May, and is expected to arrive here on the 27th May.

The Chargeurs Rennais Company's steamer Amiral Jaureguo Jerry left Singapore on the night of 21st May for this port, and is due here on or about Monday, the 28th May.

The Glen Line a.s. Glenesk, from London and ports, left Singapore on Monday, the 21st May.

The E. & A. steamer Australian, from Sydney, &c., left Port Darwin on the 21st May for Timor, Manila, and this port.

**EXCHANGE.**

Hongkong, May 22, 1906.

On London—

Bank, Wirs. .... 2/1

On demand. .... 2/1

30 days' sight. .... 2/1

4 months' sight. .... 2/1

Ordr., 4 .... 2/1

Documentary, 4 months' sight. .... 2/1

On Paris—

On demand. .... 2/8

Credits, 4 months' sight. .... 2/8

visory Board, of the Municipal Commission, and the Straits Legislative Council. Many of them are the soul of enterprise and thrift and public spirit. The tin mines of the Federated Malay States are largely Chinese-owned, and mines which have abandoned to-day are being successfully worked by Chinese to-day. It is believed that the Straits will be the world's greatest rubber-producing country. It was a Chinese man who was one of the first to launch out into this great industry, and he did so on a scale that did credit at once to his courage and foresight.

The Chinese are passionately loyal to the King and country of their adoption. They obey the laws which they have a voice in making; they have a corps in the Voluntary, and a very smart corps too; they subscribe most generously to every public movement. Only the other day, principally through Chinese influence, was a school of medicine inaugurated, and a school of mining will probably be established under similar conditions. Within the last month or two a Chinese Tewky has provided the entire funds for a Pasture Institute, and scholars and the like can be traced to the same sources.

The Chinese in the Straits are essential to us and we are indispensable to them. In the mines, the plantations, and the towns white labour would be impossible. Climate and expense are two grounds for this proposition. Chinese, therefore, provide the labour and produce for us the lion's share of our revenue. We give them in turn, and for the first time in their history, honest rule and justice before the law. And they vastly appreciate us. The only tragic features of affairs in the Straits are the destructive invasion of privileged German traders and the ever-growing loss of coast-trading craft to the British flag. But that is another story.—G. E. Raine, in *Overseas Daily Mail*.

## PORTUGUESE MUTINY.

Renter's correspondent at Madrid reports that the Portuguese ironclad "Vasco da Gama" mutinied at Lisbon on Friday, April 13. In response to signals and cries for help a tug went to inquire, and was received with rifle shots and compelled to return. Other vessels, including the "Don Carlos," was similarly treated. It is reported that the crew killed a sailor who was about to fire one of the ship's guns at the shore. Portuguese newspapers add that the "Vasco da Gama" constantly signalled the "Don Carlos," which mutinied on the 9th inst. The crews of the torpedo-boat destroyers "Tejo" and the training ship "Dom Fernando de Gloria" also mutinied. Reports are current of acts of insubordination in several garrison towns. Seven of the crew of the "Don Carlos" have been arrested.

A further message dated April 19 states: Five Portuguese warships were anchored in the Tagus, under the guns of the forts and fourteen hundred seamen were confined to their barracks. It is alleged that undue severity on the part of the commander of the "Don Carlos" caused the mutiny.

## Dentistry.

DR. HARRY FONG,  
AMERICAN TRAINED DENTIST.  
ELECTRICAL and Latest Improved  
Appliances.  
51, QUEEN'S ROAD CENTRAL.  
1879

Dr M. H. CHAUN,  
THE Latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
27, DES VŒUX ROAD CENTRAL,  
From the University of Pennsylvania,  
U.S.A.

1386

S. I. E. N. T. I. N. G.,  
Surgeon, Dentist,  
No. 14, D'AGUILAR STREET.  
TERMS VERY MODERATE  
Consultation Free.

628

## AUCTIONS.

PUBLIC AUCTION.  
THE Undersigned has received instructions to sell, for Account of the Concerned, at his SALES ROOMS, No. 2, Zetland Street, on

42

## AUCTIONS.

## PUBLIC AUCTION.

THE NATIONAL BANK OF CHINA,  
LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORIZED CAPITAL.....\$2,600,475.

PAID UP CAPITAL.....\$2,026,495.

CAPITAL RESERVE FUND.....\$2,12,735.

RESERVE FUND.....\$16,000.

INTEREST allowed on Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposits for 12 months 5 per cent.

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DRINK - -  
THE ONLY GENUINE  
**TANSAN.**  
WHICH BEARS THE NAME OF  
J. CLIFFORD-WILKINSON.  
BEWARE OF SPURIOUS  
IMITATIONS.

which are unpalatable and sometimes  
dangerous.  
Per Case of 48 Pints ..... \$6.50  
Per Dozen Pints ..... \$1.70  
Per Case of 100 Bottles ..... \$8.00  
Per Dozen Bottles ..... \$1.10

## TANSAN GINGER ALE

Experts Testify That

**TANSAN** MAKES THE MOST  
WHOLESALE AND  
PALATABLE

## GINGER ALE IN THE WORLD

PER CASE 48 PINTS ..... 67.75  
PER DOZEN PINTS ..... 1.85  
PER CASE 50 BOTTLES ..... 5.25  
PER DOZEN BOTTLES ..... 1.30  
SAMPLES ON APPLICATION.

SOLE AGENTS:

**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL

## POWELL'S

ALEXANDRA  
BUILDINGS.

NOW SHOWING.

## LADIES' Bathing .

## Costumes.

Comfortable,  
Smart and  
Useful  
Garments,  
at  
Reasonable Prices.

INSPECTION INVITED.

**Wm. POWELL, Ltd.,**

**HONGKONG.**

The  
**SAVOY,**  
LIMITED.  
QUEEN'S ROAD.

## DRESSMAKING.

## TRIMM'D HATS

15 per cent off.

## PARASOLS

25 per cent.

## ALL PRICES

Marked in Plain Figures

## THE SAVOY, Ltd.

## TO SMOKERS.

IT is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

Two Good Reasons why it is advantageous to Smoke my Cigarettes.

1.—Cheapness of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middlemen's profits.

2.—Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco at from 40% to 60% cheaper than imported cigarettes of equal quality.

NAME SIZE ACED PRICE  
OF 250

Great Britain...largest 50 \$4.50

Venus.....large 50 & 100 3.00

Hongkong Club.....(cork tipped), large 50 & 100 3.00

Admiral.....medium 100 2.20

Princess, gold tipped (holes), small 100 2.00

Flor de Oriente, with tubes (holes), small 100 2.00

(ladies).....small 100 2.00

Military (gold tipped).....medium 100 2.00

Germany.....medium 100 1.80

Paris.....small 100 1.50

The Peak Trim-way.....medium 100 1.50

Emperor of China (gold tipped).....medium 100 1.80

Liaotung.....medium 100 1.00

We also make cheap cigarettes of second-grade Turkish Tobacco at \$6.00 per 1000.

Minimum Quantity sold—1,000.

To Messrs, Clubs, Hotels and all large Buyers, Special Terms are allowed.

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## COLLISION OFF CASTLE PEAK.

## The "Hankow" and a Junk.

In the Admiralty Jurisdiction of the Supreme Court this morning an action arising out of a collision between the Canton River Steamer "Hankow" and a cargo junk, the "Lin Shing Lee," was commenced before His Lordship the Chief Justice (Sir Francis Pigott) and the Hon. Captain L. A. W. Barnes-Lawrence (Naval Assessor).

Mr. M. W. Slade, instructed by Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, while Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedgo, (of Messrs. Johnston, Stokes, and and Master) represented the defendants.

The plaintiff's statement of claim was that at 9.20 p.m. on November 16 a two masted junk the "Lin Shing Lee," while on a voyage from Hongkong to Macao, laden with a general cargo, and manned with a crew of six men, was off Pillar Point (Cheung Shuk Lok). The wind at the time was about northeast and very light, and the weather was fine and clear with the moon shining brightly. The junk was heading about west-north-west, sailing free on the starboard tack, and her speed was about two miles per hour.

Her regulation lights (white light at masthead and white light at the stern) were exhibited and burning brightly, and a good lookout was kept on board. At that time those on board the junk observed the masthead light and green light of the "Hankow" at a distance of about three miles from the junk and bearing about half point on her starboard bow. The junk continued on her course. When the "Hankow" was nearing the junk, she suddenly exhibited her red light. The junk was kept on her course, and those on board burned mats and shouted loudly, but the "Hankow" came on rapidly and struck the port bow of the junk with the bluff of her bow, causing great damage. The plaintiff alleged there was no proper lookout kept on the "Hankow"; that those on board the "Hankow" failed to take proper measures for avoiding a collision with the junk; that the helm of the "Hankow" was posted at an improper time; and that the "Hankow" was guilty of breaches of Articles 20, 22, 23 and 24 of the regulations for preventing collisions at sea. The plaintiff claimed a declaration that they were entitled to the damages proceeded for; the condemnation of the defendants and their bail in such damage and costs; to have an account taken of such damage with the assistance of merchants; and such other relief as the Court may grant.

In reply the defendants stated: At about 9.15 p.m. on November 16, the "Hankow," whilst on her usual voyage from Canton to Hongkong was near Castle Peak and was proceeding on a course about south-east by east at a speed of about ten knots per hour. Her regulation lights were burning brightly, and a good lookout was being maintained. The night was fine and clear but cloudy, and fresh breeze was blowing from about north-east, the tide being near the end of the flood. Under these circumstances, those on board the "Hankow" observed a junk with no lights nearly a mile away, and bearing about half a point on the "Hankow's" starboard bow. As soon as those on the "Hankow" could make out the junk's course, which was crossing over to the "Hankow" from starboard to port, the "Hankow's" helm being posted so that the junk (if she had kept her course) would have passed the "Hankow" clearly, to port. When the vessels were about to pass to the junk suddenly changed her course to port, and apparently attempted to cross the "Hankow's" bows from port to starboard. The "Hankow's" engines were immediately reversed full speed, and the helm was brought hard to port, but there was no time for these measures to produce much effect before the junk, coming on rapidly, struck with her port bow the "Hankow's" port side about forty feet from her stern, inflicting damage on the "Hankow." No lights were visible on the junk until after the collision, when a light appeared at her stern. The defendants alleged that the junk neglected to maintain a proper lookout; that she neglected to keep her course as required by Article 24 of the regulations for preventing collisions at sea; that the junk was navigating in a manner which was reckless and unseamanlike and contrary to Article 20 of the said regulations; that the junk neglected to carry or exhibit the lights required under the Merchant Shipping Amendment Ordinance 1901, or any light whatever. The collision was caused solely by the fault of the junk and there was no negligence or improper navigation on the part of the "Hankow."

The defendants counterclaimed judgment for damage caused to the "Hankow" by the collision and costs; to have an account taken of the said damage with the assistance of merchants; and such other relief as the Court may think fit.

Mr. Slade reviewed the statements made by both sides and referred to the differences between them. The defence put forward by the "Hankow" was the usual one where collisions between steamers and junks had taken place, "no lights on the junk." The evidence for the junk would be perfectly plain on the point that she carried the regulations lights. From the "Hankow's" statement it was perfectly clear that the junk was sighted at distance of about a mile; they saw the junk, but no lights.

Evidence was led, and the case was adjourned.

## A GOOD SUGGESTION.

Mr. C. B. Warren of London City, Fla., U.S.A., has written the manufacturers that, "much better results" are obtained from the use of Quinabarin's Colic, Cholera and Diarrhoea Remedy in cases of pain in the stomach, colic and cholera induced by sailing in a water hot as can be drafty. That when taken in this way, though in double dose rapidly, "it seems to get the right grip instantly," he says. "For sale by all chemists and druggists."

## REGISTRATION OF PARTNERS.

## Discussion in the Council.

At the Legislative Council yesterday afternoon an animated discussion followed the Hon. Mr. Pollock's motion.

"That it is desirable that legislation for the registration of partners, with limited liability, should be introduced into this Colony."

In support of his motion Mr. Pollock said that various attempts had been made from time to time in this Colony and in the sister colony of the Straits Settlements for the purpose of putting, if possible, the question of registration of partners in Chinese firms upon a satisfactory footing. From time to time in the Straits Settlements Ordinances had been introduced with that object, and had got as far as the committee stage and were dropped. At the present time there was an Ordinance dealing with this question in the Straits Settlements, which had either passed the second reading or was also in the committee stage. His only excuse for coming before the Council and bringing the question up again was that he had a scheme to propose on different lines from any legislation hitherto proposed. In 1901 representatives of a commission sat in this Colony and made a report which was published in the Government Gazette of October, 1901, dealing with the question of registration for Chinese partners in firms. The commission sat upon the basis that if such Chinese partners registered as partners in a firm all the provisions of English law would apply, by virtue of which every partner would be liable for the entire loss sustained by the whole. It was pointed out by various witnesses who gave evidence before that commission, and by various gentlemen who sat upon that committee on the probable result would be that the wealthy Chinese would put forward a poor relation as a man of crew, and yet have registered as a partner in the firm. Mr. Pollock thought that the very essence of successful registration of partners of Chinese firms was that the firm should follow out, in the adoption of any scheme of registration, Chinese law with regard to the liability of partners. That law made a partner only liable for the losses of the firm in proportion to his total share of capital in the firm. If the capital of a firm be \$10,000, and a partner subscribed \$1,000, if the firm got into difficulty as regards making good a deficiency, he would only be liable to one-tenth of the amount because his share of capital was \$1,000 out of \$10,000. The Chinese must look upon the risk of each partner being held liable as being inevitable; inequitably purely looking at it from their point of view. That being so, it seemed obviously useless to expect them to come forward and register their true names if it would bring about such a result.

What he would suggest was that the Chinese should be induced to persevere, the Chinese to register their proper names as partners, and to persuade the proper people to come forward as partners if they registered it should be enacted that by so doing they could come forward and obtain the benefit of the Chinese law of partnership.

That would be an inducement to persuade the Chinese to register. It seemed obvious that legislation in this direction is desirable, and they would gladly welcome it. It provided such legislation could be brought before the Council in the form of a bill, and would result in a satisfactory solution of the difficulties and abuses which did now experience in the conduct of trade, and at the same time not affect the prosperity of the Colony by frightening Chinese capitalists from coming and investing their money here. They have almost become as serious a menace to the city as the spreading flames. The flavor sent to Peking for the State Militia to preserve order, and the troops have now arrived. They guard the banks and business offices and hold all the main exits from the city. They have also taken possession of the post office, from which a single wire is still working, and all telegrams are subjected to censorship.

One of the last direct messages from the city received in New York reached a firm of stock-brokers.

The operator added a word about the earthquake, and said he was about to fire for his life.

A cheap lodging-house collapsed in Seventh-street. The gas pipes burst, and the ruins were set on fire. Seventy-five persons were burnt to death. In Eighth-street, near Valencia, there is a crevice three feet wide. The sidewalks are torn up, and the tramways are twisted into strange irregular shapes. As the foul gas from the sewers mingled with escaping gas, the work of rescue was a dangerous undertaking.

In Tenth-street a tenement house blew up and 80 people were killed. Many were buried under the ruins of the fish market.

On the other hand if they are to apply to Chinese firms only, it would be best to have that broad-minded liberal policy by which this Colony is governed; a policy which is demonstrated by the prosperity of our Colony, that is to say, a proposal to legislate according to certain nationalities in the Colony, which is the same legislation that was to extend only to Chinese firms. Taking the motion as it stands, it is not clearly referred to all persons doing business in the Colony. To show the vagueness of the resolution I may say that until the hon. member who proposed the resolution spoke I certainly did not understand that the proposed legislation was to extend only to Chinese firms. Taking the motion as it stands, it is not clearly referred to all persons doing business in the Colony. 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## Shipping.

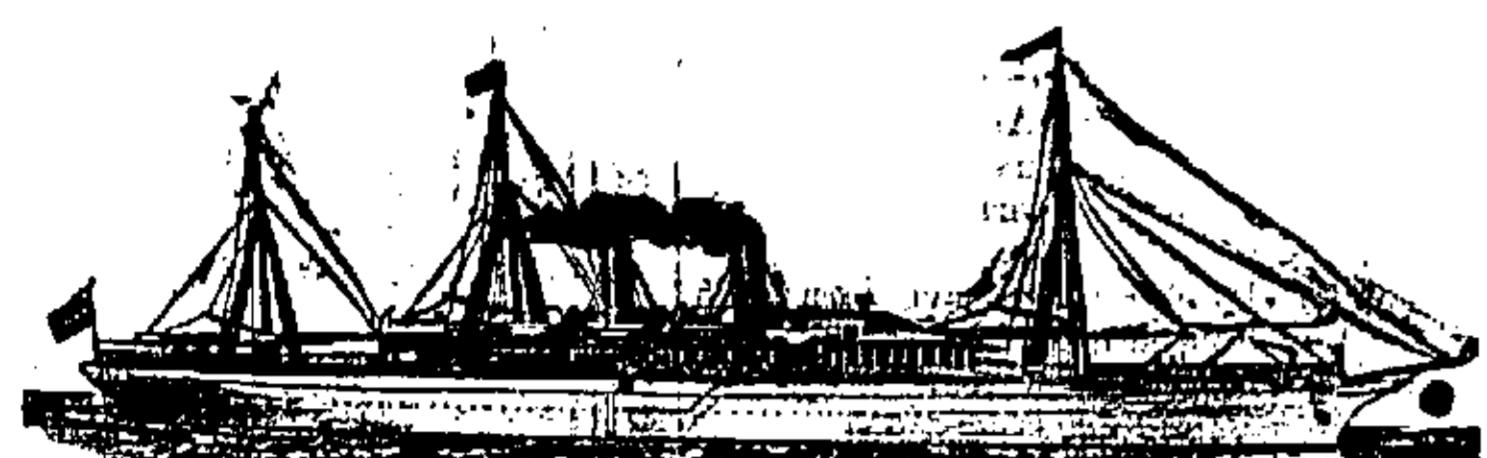
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undemitted PORTS on the DATE named:-

STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON
LONDON, &c. ....	{ DELHI, 8000 tons.....	{ Noon, 19th	{ By Special
	{ J. D. ANDREW, E.N.R. ....	{ May	{ Advertisement
SHANGHAI, MOJI & KOBE (BANCA) ....	About 23rd	Freight only.	
LONDON & ANTWERP, VIA SYDNEY, PANG, COLOMBO, AND PORT SAID. ....	About 23rd	Freight and Passage.	

E. A. HEWETT, Superintendent 26

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.  
The only Line that MAINTAINS a Regular Schedule. Service of 12 Days across the Pacific in the 'EMPEROR LINE'. SAVING 3 to 7 DAYS OVER THE TRAVEL TO DAYS YOKOHAMA to VANCOUVER  
21 DAYS HONGKONG to VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. TARTAR ..... 4425 TONS WEDNESDAY, May 23. LEAVES HONGKONG. ARRIVE VANCOUVER June 16.  
EMPEROR OF CHINA ..... 8000 TONS WEDNESDAY, May 30. LEAVES HONGKONG. ARRIVE VANCOUVER June 20.  
EMPEROR OF INDIA ..... 6000 TONS WEDNESDAY, June 20. LEAVES HONGKONG. ARRIVE VANCOUVER July 11.  
ATHENIAN ..... 332 TONS WEDNESDAY, June 27. LEAVES HONGKONG. ARRIVE VANCOUVER July 21.  
EMPEROR OF JAPAN ..... 8000 TONS WEDNESDAY, July 11. LEAVES HONGKONG. ARRIVE VANCOUVER Aug. 1.  
MONTEAGLE ..... 5500 TONS WEDNESDAY, July 18. LEAVES HONGKONG. ARRIVE VANCOUVER Aug. 11.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY, from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
Hongkong to London, 1st Class..... via St. Lawrence \$20. via New York \$20.  
Intermediate on Steamer, £10. " " £42.  
R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only, intermediate rates, affording superior accommodation for that Class. Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further Information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, CORNER PEDDER STREET and PRAYA, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:  
DESTINATIONS: STEAMERS. SAILING DATES.  
MARSEILLES, LONDON, S. NAKI MARU, WEDNESDAY, 30th May, at Daylight.  
AND ANTWERP, VIA TONS 6,108. T. TAIWA MARU, WEDNESDAY, 13th June, at Daylight.  
SINGAPORE, PENANG, T. TAIWA MARU, WEDNESDAY, 13th June, at Daylight.  
COLOMBO AND PORT KAMAKURA MARU, WEDNESDAY, 27th June, at Daylight.  
SAID. T. TAIWA MARU, WEDNESDAY, 27th June, at Daylight.  
VICTORIA, B.C., AND SEATTLE, WASH. T. KAGA MARU, TUESDAY, 28th May, at 4 p.m.  
VS SHANGHAI MOJI, T. KAGA MARU, TUESDAY, 28th May, at 4 p.m.  
SYDNEY AND MELBOURNE, T. NIKKO MARU, FRIDAY, June 16, DAY ISLAND, TOWNS TONS 5,639, Capt. E. W. Haswell at 4 p.m.  
VILLE AND BRISBANE. T. NIKKO MARU, FRIDAY, June 16, DAY ISLAND, TOWNS TONS 5,639, Capt. E. W. Haswell at 4 p.m.  
BOMBAY, VIA SINGAPORE T. HAKATA MARU, TUESDAY, May 22, at Noon.  
AND COLOMBO, T. HAKATA MARU, TUESDAY, May 22, at Noon.  
KOBE AND YOKOHAMA, T. YO MARU, WEDNESDAY, 6th June, at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

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10000 TONS. DRAUGHT 10' 6" D. 10' 6" B. 10' 6" T. 10' 6" S. 10' 6" C. 10' 6" F. 10' 6" G. 10' 6" H. 10' 6" I. 10' 6" J. 10' 6" K. 10' 6" L. 10' 6" M. 10' 6" N. 10' 6" O. 10' 6" P. 10' 6" Q. 10' 6" R. 10' 6" S. 10' 6" T. 10' 6" U. 10' 6" V. 10' 6" W. 10' 6" X. 10' 6" Y. 10' 6" Z. 10' 6" A. 10' 6" B. 10' 6" C. 10' 6" D. 10' 6" E. 10' 6" F. 10' 6" G. 10' 6" H. 10' 6" I. 10' 6" J. 10' 6" K. 10' 6" L. 10' 6" M. 10' 6" N. 10' 6" O. 10' 6" P. 10' 6" Q. 10' 6" R. 10' 6" S. 10' 6" T. 10' 6" U. 10' 6" V. 10' 6" W. 10' 6" X. 10' 6" Y. 10' 6" Z. 10' 6" A. 10' 6" B. 10' 6" C. 10' 6" D. 10' 6" E. 10' 6" F. 10' 6" G. 10' 6" H. 10' 6" I. 10' 6" J. 10' 6" K. 10' 6" L. 10' 6" M. 10' 6" N. 10' 6" O. 10' 6" P. 10' 6" Q. 10' 6" R. 10' 6" S. 10' 6" T. 10' 6" U. 10' 6" V. 10' 6" W. 10' 6" X. 10' 6" Y. 10' 6" Z. 10' 6" A. 10' 6" B. 10' 6" C. 10' 6" D. 10' 6" E. 10' 6" F. 10' 6" G. 10' 6" H. 10' 6" I. 10' 6" J. 10' 6" K. 10' 6" L. 10' 6" M. 10' 6" N. 10' 6" O. 10' 6" P. 10' 6" Q. 10' 6" R. 10' 6" S. 10' 6" T. 10' 6" U. 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## REGISTRATION OF PARTNERS.

(Continued from Page 5.)

The speaker referred to the efforts for registration made in India and Singapore, remarking that he thought "it is as well to point out how very great the difficulties are, and how very cautiously we should proceed to deal with the question. I express the hope that later on a draft bill will be before the Council which can be carefully considered, amended or rejected as the full consideration of the Council considers. I can only say in conclusion that the Chamber of Commerce will gladly welcome any proposed form of registration which points to a possible and satisfactory settlement of a very difficult question, and speaking on behalf of the Committee of the Chamber I can only assure you that the Hon. members who brought forward the motion, that it will receive every possible assistance from the Chamber of Commerce."

The Attorney General—it is impossible, I take it, for this Council to decide itself to anything in the shape of legislation by accepting a resolution such as this, because whether the legislation is for the purpose of making the registration of Chinese partnerships compulsory—or legislation that is not compulsory cannot possibly be effective—whether any such legislation is desirable or not depends altogether upon the objects that legislation has in view and the means the measure would adopt to give effect to them. Now, what would be the object of registering partnerships? There can only be one or two. One to protect the creditor as against the debtor, or to protect, as my learned friend opposite seemed to think could be done, the debtor against the creditor. It suggests that the law of China has introduced into our British mercantile code something such as this, by which apparently the persons who ought to be liable, the persons in faith of whom, may be liable to the firm, when there was a misery. Gradually I sank into a low state; could eat food, and became very thin. Medicine seemed useless. Then a kind friend who spoke from experience said: "Try Dr. Williams' Pink Pills." Mother got me a bottle of these pills, and after only a few doses the pain diminished, and I seemed less nervous. I improved rapidly, and with the second bottle was practically well. Four bottles entirely cured me. I was then well, strong, could eat and sleep, and felt happy at being able to work.

Dr. Williams' Pink Pills are good for adults and children of both sexes, but especially valuable to women. They have a decided Aromatic Indication, Bile Resembling, Reassuring Solvation, Nervous Disorders, Paralysis, and Locomotor Ataxy. Of most decided also post free 2s. 6d. both a six for 1s. 9d., from Dr. Williams' Medicine Co., Holborn Viaduct, London.

WOMEN NEVER COMPLAIN—  
Though Faint, Weak, Nervous  
and Anemic.

DR. WILLIAMS' PINK PILLS SUPPLY TRUE  
STRENGTH.

PATIENT and uncomplaining seems to be part of a woman's nature. But her existence should not mean a life of silent suffering and a continual struggle to complete work that must be done. Thousands of healthy, vivacious women are to-day praising Dr. Williams' Pink Pills for having restored strength and pliancy, and their advice is important to all suffering sisters. Miss Mary Sister, 3, Frank-street, Preston, England, as an illustration.

"I do up as well as I could," she stated, "for I had to complain, but I was ill at times that I could hardly stand up. Occupationally I felt very faint and sick, with

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